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balancing without the need to rotate a heavy object such as the headrest in the Dellanno patent which by itself could introduce injuries to the occupant.--

IN THE CLAIMS:

Please cancel claims 1-25 without prejudice.

Please rewrite claims 26, 29 and 33 as follows (a marked-up version of these claims showing deletions in brackets and additions underlined is attached hereto).

Sub B
C1
26. (Amended) A vehicle including a cushioning arrangement for protecting an occupant in an impact, the cushioning arrangement comprising:

a frame coupled to the vehicle,

a fluid-containing bag attached to said frame, said bag being structured and arranged to allow movement of the fluid within said bag to thereby alter the shape of said bag and enable said bag to conform to a portion of an occupant engaging the cushioning arrangement, the cushioning arrangement being arranged to be in contact with the occupant at least during the impact; and

constraining means arranged in said bag for constraining flow of fluid from one portion of said bag to another portion of said bag.

Sub B
C1
29. (Amended) The vehicle of claim 26, wherein said constraining means are arranged to constrain the flow of fluid from an upper portion of said bag to a lower portion of said bag.

Sub B
C1
33. (Amended) The vehicle of claim 26, wherein said constraining means comprise open cell foam.

Please add the following new claims.

Sub B
C1
60. The vehicle of claim 27, wherein said cover defines an interior, said bag occupying the entire interior of said cover.

Sub B
C1
61. The vehicle of claim 33, wherein said open cell foam includes channels which facilitate the flow of fluid within said bag.

Sub B
C1
62. A vehicle including a cushioning arrangement for protecting an occupant in an impact, the cushioning arrangement consisting of:

cont. 133
a frame coupled to the vehicle, and

a single fluid-containing bag attached to said frame, said bag being structured and arranged to allow movement of the fluid within said bag to thereby alter the shape of said bag and enable said bag to conform to a portion of an occupant engaging the cushioning arrangement, the cushioning arrangement being arranged to be in contact with the occupant at least during the impact.

63. The vehicle of claim 62, further comprising

a deformable cover substantially surrounding said bag, said cover being elastically deformable in response to changes in pressure in said bag.

sub C1
64. The vehicle of claim 63, wherein said cover comprises stretch seams to allow elastic deformation of said cover.

sub C1
65. The vehicle of claim 63, wherein said cover defines an interior, said bag occupying the entire interior of said cover.

sub C1
66. The vehicle of claim 62, wherein said frame is coupled to a seat of the vehicle and extends upward from a top of the seat such that the cushioning arrangement constitutes a headrest.

67. The vehicle of claim 66, wherein the cushioning arrangement is structured and arranged such that when the occupant comes into contact with the cushioning arrangement, fluid within said bag flows substantially within said bag to change the shape of said bag so as to approximately conform to the head and neck of the occupant thereby providing a force on the head and neck of the occupant to substantially accelerate both the head and neck at substantially the same acceleration in order to minimize whiplash injuries.

68. The vehicle of claim 62, wherein said bag includes constraining means for constraining flow of fluid from an upper portion of said bag to a lower portion of said bag.

69. The vehicle of claim 68, wherein said constraining means comprise open cell foam.

70. The vehicle of claim 68, wherein said constraining means are structured and arranged such that when said upper portion contracts, said lower portion expands.

Cont
C1
71. The vehicle of claim 62, wherein the cushioning arrangement further comprises open cell foam.

72. The vehicle of claim 71, wherein said open cell foam includes channels which facilitate the flow of fluid within said bag.

73. The vehicle of claim 62, wherein the fluid in said bag is air.

Sub 51
74. A vehicle including a cushioning arrangement for protecting an occupant in an impact, the cushioning arrangement comprising:

a frame coupled to the vehicle;

a deformable cover defining an interior; and

a fluid-containing bag attached to said frame and occupying the entire interior of said cover, said cover being elastically deformable in response to changes in pressure in said bag,

said bag being structured and arranged to allow movement of the fluid within said bag to thereby alter the shape of said bag and enable said bag to conform to a portion of an occupant engaging the cushioning arrangement, the cushioning arrangement being arranged to be in contact with the occupant at least during the impact.

Sub C1
75. The vehicle of claim 74, wherein said cover comprises stretch seams to allow elastic deformation of said cover.

76. The vehicle of claim 74, wherein said cover defines an interior, said bag occupying the entire interior of said cover.

Sub C1
77. The vehicle of claim 74, wherein said frame is coupled to a seat of the vehicle and extends upward from a top of the seat such that the cushioning arrangement constitutes a headrest.

78. The vehicle of claim 77, wherein the cushioning arrangement is structured and arranged such that when the occupant comes into contact with the cushioning arrangement, fluid within said bag flows substantially within said bag to change the shape of said bag so as to approximately conform to the head and neck of the occupant thereby providing a force on the head and neck of the occupant to substantially accelerate both the head and neck at substantially the same acceleration in order to minimize whiplash injuries.

79. The vehicle of claim 74, wherein said bag includes constraining means for constraining flow of fluid from an upper portion of said bag to a lower portion of said bag.

80. The vehicle of claim 79, wherein said constraining means comprise open cell foam.

81. The vehicle of claim 79, wherein said constraining means are structured and arranged such that when said upper portion contracts, said lower portion expands.

82. The vehicle of claim 74, wherein the cushioning arrangement further comprises open cell foam.

83. The vehicle of claim 82, wherein said open cell foam includes channels which facilitate the flow of fluid within said bag.

84. The vehicle of claim 74, wherein the fluid in said bag is air.--

REMARKS

Entry of this amendment and reconsideration of the present application, as amended, are respectfully requested.

Claims 26-59 and new claims 60-84 are presently active in this application, claims 1-25 having been cancelled without prejudice to filing a divisional application directed to the subject matter of these claims.

Claims 26, 29 and 33 are amended herein. However, in spite of these amendments, applicant reserves the right to traverse the Examiner's rejections of the claims as previously set forth and the Examiner's positions set forth in the Office Action, e.g., by filing a continuation application with such